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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECRET
SECURITY INFORMATION

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. information on the transshipment facilities at Záhony /4824N-2211E/.

The transshipment is made at the Záhony marshaling yards. There are approximately 20 rail tracks in this area, including wide gauge tracks. The wide gauge track spurs run parallel with normal gauge tracks over a distance of approximately 300 m. The trains are brought side by side, on the wide and normal gauge tracks, and the transshipment of freight is made from one train to the other. The wide and the normal gauge tracks are interspersed, i.e. one wide gauge track between two normal gauge tracks.

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cranes on rails in this area, which are presumably used to facilitate transfer of freight.

2. rail line between Miskolc /4806N-2047E/ and Sátoraljaujhely /4824n-2139E/, on the Czech-Soviet border

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The railroad bed was being strengthened on the stretch between Budapest-Miskolc-Sátoraljaujhely. This work was started in the Summer of 1951.

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approximately 1,500 workers were engaged in this project. Officially it was stated that the rail bed was being reinforced because of the forthcoming use of 3600 hp. electrical locomotives, operating at 120 km. an hour on this stretch of the rail line.

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reason for reinforcing the rail bed was the forthcoming installation of wide gauge tracks on the Budapest-Miskolc-Sátoraljauhely stretch.

The Budapest-Miskolc-Satoraljau-

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line had a normal gauge double track.

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3. [redacted] line between Fuezesabony /4745N-2025E/ and Debrecen /4731N-2139E/ [redacted] 25X1 25X1

On the Fuezesabony-Debrecen rail line (single track, normal gauge) [redacted] only routing maintenance work was being done. Reinforcing of the rail bed was necessary especially in the Tisza River area, which was covered with marshes and small bodies of water. 25X1

4. [redacted]

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5. [redacted] bridges in the Budapest area. [redacted] The "Szabadsag" (formerly Ferenc Jozsef), the "Margit" (Margaret) and the "Stalin" (newly constructed, finished in 1950) bridges have trolley lines on them. The "Kossuth" and the "Lanc" (chain) bridges do not have trolley lines. [redacted] the trolley lines could be used by trains and [redacted] the bridges could support light trains. The newly constructed Stalin bridge, which is made of massive reinforced concrete, would support, in my opinion, even heavy trains. There are two rail bridges (one north and one south of Budapest), each of which carries double track rail lines. These two bridges do not have any special names [redacted] 25X1 25X1

6. [redacted]

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7. [redacted] condition of rolling stock, motive power and yards in Hungary.

The yards are in good condition and are being kept in constant repair. [redacted] there are more locomotives available in Hungary now than before the last war. [redacted] there are more freight cars, but less passenger coaches than before the last war. The majority of the trains are operated by steam locomotives. Between Szekesfehervar /4711N-1825E/ and Budapest there is an electrical rail line which was in operation before the last war. 25X1 25X1 25X1

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8. [redacted]

There are no wide gauge tracks in Hungary, except the rail spurs at Zahony mentioned in Para 1. [redacted] the Budapest-Miskolc-Satoraljaujhely line will be equipped with wide gauge tracks /See para 2 above./ 25X1

9. [redacted] the condition of the railroads in Hungary is generally good. The railroads are being kept in good condition by constant maintenance work. [redacted] 25X1

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